The Hongkong Telegraph.

No. 3047 — MONDAY, JANUARY 18, 1892. — SIX DOLLARS PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Kwan Hoi Chuen, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON:—

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
GEO. MUNRO, Manager.

Bankers:—
London: The Alliance Bank (Ld.)
Scotland: The Commercial Bank of Scotland.

SHANGHAI, ADVISORY COMMITTEE.

His Ex. Hsü Fü Yuen. | Lim Kwan King, Esq.
Ma Kie Tchong, Esq. | Chu Ming Siang, Esq.
Tong Kwei Sung, Esq.
J. D. THORBURN, Manager pro. tem.

CURRENT ACCOUNTS opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on Securities or goods in neutral Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 5th January, 1892. [8

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000.
PAID-UP CAPITAL£ 580,000

LONDON:

Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER,
Manager. [7

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY,
ESTABLISHED 1825.

INVESTED FUNDS£7,000,000 Stg.
ANNUAL INCOME.....£ 900,000 Stg.

BOARD OF DIRECTORS, SHANGHAI:
R. E. WAINEWRIGHT, Esq.
AUGUSTUS WHITE, Esq.
F. H. BELL, Esq.
NEIL MACLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:
Amoy—Messrs. Brown & Co.
Canton—Messrs. Rowe & Co.
Chefoo—Messrs. Cornabe & Co.
Foochow—Messrs. Phipps, Phipps & Co.
Hankow—Messrs. W. Forbes Sharp & Co.
Kobe—Messrs. Browne & Co.
Nagasaki—China & Japan Trading Co., Ld.
Newchwang—Messrs. Bandinel & Co.
Ningpo—Gustav Kultzau, Esq.
Peking—Dr. Dudgeon, Medical Officer.
Swatow—Messrs. Bradley & Co.
Tientsin—Messrs. Wilson & Co.
Yokohama—Messrs. Fraser, Farley & Co.

The Standard is an old and wealthy Scottish Office, well-known throughout India and the East, and has acquired a marked character for sound and liberal management.

DODWELL, CARLILL & Co.,
Agents, Hongkong,
932—5 Standard Life Office.

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [216

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $833,333.33.
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOT TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [1178

Notices of Firms.

NOTICE.

THE Undersigned has This Day established himself as AUCTIONEER and GOODS BROKER.

GEO. P. LAMMERT.
Hongkong, 7th December, 1891. [33

THE STRAITS INSURANCE COMPANY LIMITED.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.

MR. ALEX. R. CATTO is hereby authorized to sign as Acting Agent of the above Companies during the indisposition of the Undersigned.

By Order of the Board of Directors,
ROBT. BAIRD,
Agent.
Hongkong, 15th January, 1892. [92

To be Let.

TO LET.

HOUSES at the Peak, and at "BELILIOS TERRACE."
SHOP in "BEACONSFIELD ARCADE," Queen's Road.
HOUSE No. 3, "BALL'S COURT," Bonham Road.
GODOWNS in Duddell Street.
HOUSE No. 4, "BEACONSFIELD ARCADE," facing Parade Ground.
GODOWNS or OFFICES, First Floor at back of "MARINE HOUSE."
HOUSE No. 31, "WEST VILLA," Pok-fu-lum Road
BUNGALOW, "DELMAR," Yaw-ma-tee.

Apply to
BELILIOS & Co.
Hongkong, 16th January, 1892. [95

TO LET.

THE PREMISE known as Bowrington Foundry with Dwelling House (5 Rooms).

ALSO,
A Large GODOWN, SHEDS and YARD.
For further particulars, apply to
GORDON & Co.
Hongkong, 16th December, 1891. [36

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

AT KOWLOON.

A FEW HOUSES in KNUTSFORD TERRACE containing 5 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 6th August, 1891. [2

TO LET.

NO. 18, HOLLYWOOD ROAD.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 4th December, 1891. [32

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from the Batteries at Stone-cutters' Island from the 7th January till the end of the month, between the hours of 9 a.m. and 5 p.m. daily, SATURDAYS and SUNDAYS excepted.

The line of fire will be in Westerly and South-Westerly directions from the Batteries.

All Ships, Junks and other Vessels are cautioned to keep clear of the range.

By Command,
W. M. GOODMAN,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 31st December, 1891. [45

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifty-first Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on FRIDAY, the 29th instant, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 29th inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 11th January, 1892. [75

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG, INCORPORATED.

NOTICE TO MEMBERS.

THE First Annual General MEETING of the MEMBERS of this INSTITUTION will be held at the Rooms, No. 16, Praya Central, on the Evening of SATURDAY, the 30th January, 1892, at 9 o'clock p.m., to receive and pass the Report and Statement of Accounts for the year ended December 31st, 1891.

W. H. WALKER,
Secretary.
Hongkong, 15th January, 1892 [90

THE PUBLIC PROTECTION FUND.

NOTICE TO SYMPATHISERS.

AS there appears to be some misunderstanding respecting subscriptions to the above Fund I have to state that I shall be happy to receive any sum which friends, sympathisers and supporters of Mr. R. FRASER-SMITH may feel disposed to contribute towards defraying the damages and costs incurred by the defendant in the recent libel suit, *Minhinnitt v. Fraser-Smith*.

CHESNEY DUNCAN.
Hongkong, 5th January, 1892. [55

Intimations.

W. BREWER

HAS JUST RECEIVED,

GILBERT & SULLIVAN'S "Songs of Two Savoyards" set to Music.
China Coast Tide Tables, 1892.
Practical Telephone Handbook.
New Illustrated Shakspeare, in Russia Leather Case.
Balfour's "My Chinese Sketch Book."
Mark Twain's Birthday Book.
Owen's Marine Insurance.
Handsomely bound Prayer Books.
Senf's Large Stamp Albums.
Gents' Russia Leather Boots and Shoes.
Dancing Pumps, Warm Slippers.
Smith's Diaries, Letts's Diaries,
North-China Date Block.
New collections of Songs and Dance Music.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 30th December, 1891 [119

ROBERT LANG & CO.

DRESS SUITS.

NEWEST MATERIALS, FROM $30, SILK LINED.
A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS
EVENING DRESS SHIRTS, latest style.
EVENING DRESS TIES and GLOVES.
EVENING DRESS HOSE, SILK, THREAD, and MERINO.
EVENING DRESS SHOES and PUMPS.
Hongkong, 27th November, 1891. 89

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

WINTER REQUISITES.

CRUICKSHANK'S Cough Balsam.
Do. Balsamic Cough Lozenges.
Do. Cod Liver Oil Emulsion.
Do. Chlorate of Potash Tablets.
CRUICKSHANK'S Glycerine Jelly.
Do. Lip Salve.
Do. Camphor Ice.
Do. Vaseline Camphor Ice.
CHEST PROTECTORS, Single and Double, INHALERS, GODFREY'S, COGHILL'S, &c., &c.
CORK MATS, for use in Bathroom. HOT WATER BOTTLES, &c., &c.
Hongkong, 16th January, 1892 [10

W. POWELL & CO.

BLANKETS,
BLANKETS,
BLANKETS.

TRAVELLING REQUISITES,
PORTMANTEAUX, OVERLAND TRUNKS, GLADSTONE BAGS, &c., &c.
W. POWELL & CO.
Hongkong, 16th January, 1892 [5

CARMICHAEL & Co., L D.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS.
AERATED WATER MANUFACTURERS.
SHIP CHANDLERS AND GENERAL STOREKEEPERS.

GENTLEMENS' OUTFITTING, select but inexpensive variety.
SPORTING GUNS, RIFLES, REVOLVERS and AMMUNITION.
PORPOISE-HIDE DARK, TAN RUSSIA-LEATHER & ENGLISH-CALF BOOTS & SHOES.
SCIENTIFIC BOOKS, NAUTICAL, ELECTRICAL and ENGINEERING.
SCIENTIFIC INSTRUMENTS, HAND-TOOLS and DRAWING INSTRUMENTS.
CARMICHAEL & CO. LTD.
18, Praya Central, Hongkong.
Hongkong, 14th January, 1892. [42

FOR SALE.

KEROSINE COOKING STOVES.
KEROSINE WARMING STOVES.
COFFEE MACHINES, TEA MACHINES.
NURSERY SPIRIT LAMPS and KETTLES.
AFTERNOON-TEA SPIRIT LAMPS and KETTLES.
TRAVELLERS' SPIRIT LAMPS with UTENSILS.
CHILDREN'S FOOD WARMERS.
SILICATED CARBON FILTERS.
MAIGNEN'S RAPID FILTER.
The Unbreakable COLONIAL FILTER (filters 1 gallon of water per hour) price $7.

LANE, CRAWFORD & Co.
Hongkong, 4th January, 1892 [29

KELLY & WALSH, LD.

LIST OF TOBACCOS, CIGARETTES & SMOKERS' GOODS.

SWEET CAPORAL CIGARETTES.
Sweet Caporals.
Kinney's Straight Cut Cigarettes.
Wills' Bristol Birds Eye.
Cope's Golden Cloud.
Richmond Mixture.
HAPPY THOUGHT.
Star Mixture.
Golden Eagle.
Dollar Brand.
Richmond Gem.
Curly Cut.

TO ARRIVE BY THE NEXT ENGLISH MAIL:—
An Entirely New Stock of CIGAR and CIGARETTE CASES,
CIGAR and CIGARETTE HOLDERS,
MEERSCHAUM and BRIAR WOOD PIPES.
CIGARETTE PAPERS—PERSIAN-COSMOPOLITE, J. O. B.
MANILA CIGARS.
"La Asturiana" and Compagnia General Brands, thoroughly well Seasoned.

Londres.
Baquetas.
Nuevo Habano.
Media Regalia.
Cometas.
Nuevo Cortado.
Liulo Devils.
Conchas.
2a Habano.
2a Cortado.
Trabucos Finos.
3a Habano.
3a Cortado.
Regalia Chica.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 8th January, 1892. [6

MOUTRIE, ROBINSON & CO.

Telegrams "MOUTRIE" Hongkong. (UNDER HONGKONG HOTEL). *Established 1875.*

JUST RECEIVED A VERY LARGE COLLECTION OF EDITIONS,

LITOLFF & PETERS,

Including Nos. for 2, 4 and 8 hands, Solos for FLUTE, CORNET, VIOLIN, PIANO, &c.

PARCELS SENT ON APPROVAL.

MOUTRIE, ROBINSON & Co.
HONGKONG,
(And at London, Shanghai, Kobe and Yokohama).
Hongkong, 29th December, 1891. [684

Auctions.

AUCTION OF SUPERIOR WINES, SPIRITS, &c., THE STOCK OF THE PEAK HOTEL COMPANY, LIMITED.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,
the 19th January, 1892, 2.30 p.m., at his Sales Rooms, Queen's Road.

THE STOCK OF SUPERIOR WINES, SPIRITS, LIQUEURS, &c.,
Comprising:—
CHAMPAGNE, WHITE SEAL, GOLD FOIL MONOPOLE, JULES MUMM, POMMERY and GRENO, &c.
CLARETS, MOUTIN ROTHSCHILD, CHATEAUX MARGAUX, ST. JULIEN, &c.
SHERRIES, PORT, BURGUNDY, CHAMBERTIN, SPARKLING MOZELLE, SAUTERNE, CHATEAUX YQUEM, HENNESSY *** BRANDY, GINGER BRANDY, GIN, &c.
ABSINTHE, CURACAO, CHARTREUSE, NOYEAU, &c.
Australian and California WINES, BASS, LAGER and other BEER, &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 11th January, 1892. [77

PUBLIC AUCTION.

THE Undersigned has received instructions from H.M. Naval Storekeeper to Sell by Public Auction on

WEDNESDAY,
the 20th January, 1892, at Noon, at H.M. Naval Yard,

SUNDRY NAVAL AND VICTUALLING CONDEMNED STORES,
Comprising:—
PAPER STAFF, OLD IRON, HOSES, CHAIN CABLES, WIRE ROPE, CANVAS RAGS, VICTUALLING STOVES and IMPLEMENTS.
&c., &c., &c.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 15th January, 1892. [91

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

WEDNESDAY,
the 3rd February, 1892, at 2.30 p.m., at their SALES ROOMS No. 3, Wyndham Street.

THE SCHOONER "MONTIARA"
AS SHE NOW LIES IN YAU-MA-TI BAY.
Length 75 feet.
Beam.....17 feet.
Depth of hold 7½ feet.
Registered Tonnage 75 tons.

(Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, and is most solidly constructed of teak throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7" galvanized spikes, and newly re-coppered. Draft of water about 7 feet.

Also,

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCKS.

The Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, cylinders 20½ and 38" dia., with a stroke of 26." The Crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L. P. 3½" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 148 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

All defects and errors of description at purchaser's risk.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Docks.

TERMS OF SALE—Cash before delivery.

GORDON & Co.
Auctioneers.
Hongkong, 14th January, 1892. [87

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given, that the Third Ordinary Yearly MEETING of the SHAREHOLDERS in the Company will be held at the City Hall, on MONDAY, the 25th January, 1892, at 11.30 a.m., for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending December 31st, 1891.

The REGISTER of SHARES will be CLOSED from Monday the 18th to Monday the 25th January, 1892, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Limited.
General Agents for the West Point Building Company, Limited.
Hongkong, 7th January, 1892. [64

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given, that the Fourth Ordinary MEETING of SHAREHOLDERS in this Company will be held at the City Hall, on MONDAY, the 25th January, 1892, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1891.

The REGISTER of SHARES of the Company will be CLOSED from Monday the 18th to Monday the 25th January) 1892 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th January, 1892. [70

Shipping.

STEAMERS.

"UNION" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.

THE Steamship

"TORRINGTON,"

Captain Berwick, will be despatched as above on or about the 22nd instant, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th January, 1892. [35

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, AND BOMBAY,

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, TRIESTE, VENICE AND FIUME.

THE Company's Steamship

"MELPOMENE,"

Captain A. Mittis, will be despatched as above on TUESDAY, the 26th instant, at Noon, (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS).

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.
Hongkong, 18th January, 1892. [66

"MOGUL" LINE OF STEAMERS.

FOR NEW YORK, VIA SINGAPORE.

THE Steamship

"GHAZEE,"

Captain Scotland, will be despatched as above on or about TUESDAY, the 26th inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 12th January, 1892. [415

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"MARTHA DAVIS,"

Pendleton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 2nd December, 1891. [32

Consignees.

NOTICE TO CONSIGNEES.

S.S. "STRATHAVON," FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, To-Day.

Cargo impeding the discharge of the Steamer will be at once landed and stored into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon at Consignees risk and expense, and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, 14th January, 1892 [50

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "BELGIC"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.
Hongkong, 15th January, 1892. [2

Amusements.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.



STUPENDOUS MUSEUM OF HUMAN MYSTERIES!

ALWAYS GOOD!

This season larger and better than ever!

COMING. COMING

A GREAT, MORAL, INTERESTING & INSTRUCTIVE SHOW.

OUR STUD OF HORSES,
Worth a King's Ransom.

The greatest Novelty of the Times.

Miss ZOOIDA'S SLIDE FOR LIFE.

Our Gigantic Tent, capable of Seating 5,000 spectators, will be brilliantly ILLUMINATED AND ERECTED AT WEST POINT, opposite THE GODOWN Co.'s WHARF.

Full particulars hereafter.

S. REICH,
General Agent.
Hongkong, 18th January, 1892. [65

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
CHEMISTS, &c.

COD LIVER OIL JELLY.

THIS is a sweet and exceedingly palatable Jelly easily retained and digested by the most delicate stomach. Children speedily grow fond of it and ask for more, and although it contains 50 per cent of the purest Cod Liver Oil, all fishy taste and flavour is entirely covered.
In glass jars at 75 Cents.
COD LIVER OIL. 'GENUINE' NORWEGIAN.
This is without exception the finest oil that can be produced. Great care is taken in selecting healthy livers only in its manufacture, and as we buy direct from the manufacturer, we are able to guarantee it 'Genuine.'
Per bottle, 75 Cents and $1.25.
COD LIVER OIL EMULSION.
A form in which the oil may be taken without difficulty by delicate patients and children.
Per bottle, $1.
COD LIVER OIL EMULSION WITH HYPOPHOSPHITES (*Lime and Soda*).
A combination of great value in wasting diseases, especially of the Chest and Respiratory Organs.
Per bottle, $1. Per dozen $10.
BALSAM OF ANISEED AND LIQUORICE.
For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Chest, &c.
In bottles, 50 Cents and $1.
BALSAMIC COUGH LOZENGES.
A never failing remedy for Coughs.
In bottles, 50 Cents.
Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

AMERICAN CHEROOTS.

These CHEROOTS, made from a fine selected quality of PENNSYLVANIAN TOBACCO LEAF, are mild, well matured, of excellent flavour, and will be found equal to Havanas. They are meeting with much favour in the Colony as an agreeable change from the usual Manila Cigar, and we confidently recommend them to the notice of Smokers.
PRICE $5.50 per Box of 250.

WINES AND SPIRITS.

PORTS, SHERRIES, CLARETS, BRANDY, SCOTCH WHISKY, IRISH WHISKY, BOURBON WHISKY, GIN and RUM. Our favourite and well-known Brands of the above are bought direct from the most noted shippers, imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices. We shall be pleased to furnish full particulars and price lists on application.

CLAY'S FERTILIZER.
A high class fertilizer for pot plants and for use in the garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.
Sold in Tins containing 10lb each.....$1.50
do Bags do 28lb do$4.00
Directions for use are given on the label.

RANSOME'S "NEW PARIS" LAWN MOWERS.
The best and cheapest Machines in the market, for sale at manufacturers' prices.

LAWN GRASS SEED.
SWEET CORN SEED.
A fresh supply of the above just received.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 4th January, 1892. f4

BIRTH.

At Mohawk Lodge, Shanghai, on the 12th inst., the wife of HENRY MORRISS—a son.

DEATHS.

At Shanghai, on Tuesday, 12th Jan., 1892, GORDON WILLIAM, the beloved infant son of John William and Elizabeth Stanford, aged 17 months.

At Shanghai, on the 11th Jan., 1892, AMALIA MARIA, the beloved daughter of Francisco Guilherme and Margarida Barbara Machado, aged 16 years and 11 months.

The Hongkong Telegraph.

HONGKONG, MONDAY, JANUARY 18, 1892.

THE OPIUM FARM.

THIS article is written for the special edification of the Colonial Treasurer (Mr. KNOW-ALL MITCHELL-INNES) and the other official hacks of the Legislative Council who supported that budding PITT in forcing into law the discreditable abortion known as the new *Opium Ordinance*, against the sound experience of the unofficial members. In 1886 the Opium Farm returned a monthly revenue of $15,800, and no restrictions were laid on the Farmer as to the number of chests he could draw per month. Of course the Farmer made money out of his contract—probably a very great deal of money. Three years later, when this valuable monopoly was put up to public tender, it realised the very handsome sum of $38,900 *per mensem*, and the Monopolist was tied down to a monthly limit of three hundred chests. It is a matter of public notoriety that the present Opium Farmer, who under great difficulties, many of which ought to have been obviated by Government support and co-operation, has conducted a very trying business with most exemplary perseverance and unusual ability, yet stands to-day a very heavy loser by his contract; and it is equally an open secret that he is indebted to the Hongkong Government in a very considerable sum for instalments of rent of the Farm which are still unpaid. These are no doubt amply secured, but it is the fact that the foregoing is actually the state of the case, which is the *crux* of the question at issue. Now, notwithstanding the absolute knowledge that at $38,900 per month the Opium Farmer had lost so heavily over his contract that he was unable to promptly meet his liabilities for rent, the Colonial Treasurer, in the exuberance of his unfledged experience and the absolute faith in what can only be fairly described as self-conceit of the most juvenile description, actually induced his official colleagues to believe that for the new contract a monthly rental of $43,250 could be secured, even with the out-turn of three hundred chests reduced to one hundred and fifty. The officials, as we have already stated, accepted this paradoxical conundrum without hesitation, and in spite of continued protests and friendly warnings from their unofficial colleagues—business men who knew what they were talking about, and who were not at sea when asked to explain the difference between the debit and credit side of an ordinary balance sheet—forced a measure through the Council which can only bring the Government into contempt and must inevitably cost the rate-payers of the colony many thousands of dollars. When the due date arrived in December last for deciding the fate of the Opium Farm for the next three years, the Government, to their blank astonishment no doubt, found that the tenders sent in were "not satisfactory," and so the time for tendering was extended until January 19th—that is until to-morrow. And what does the Government expect? Anything more substantially satisfactory than the tenders of a month ago? Anything approaching $43,250 per month, as confidently estimated by the sanguine Colonial Treasurer? Anything to justify the wild statements authoritatively made by Mr. MITCHELL-INNES in the Legislative Council when, against reason and common-sense, the new *Opium Ordinance* was being forcibly rammed down the throats of the unofficial members and the Hongkong public? Time will show; but, although reluctant to indulge in anything so uncertain as prophecy, we have little hesitation in expressing our very strong opinion that if the highest monthly tender received to-morrow is within twenty per cent. of the talented Colonial Treasurer's vaunted estimate of $43,250, the Government will have sound reasons for self-congratulation. As for Mr. MITCHELL-INNES, should his 'castles in the air' prove the extravagant myths we anticipate, the question may and *ought* to arise whether the taxpayers of Hongkong are in any way bound to be longer saddled with a highly-paid and generally expensive genius who evidently requires a much wider field for the application of his extraordinary abilities in the manipulation of grave fiscal questions.

TELEGRAMS.

THE PRINCE'S DEATH.

LONDON, January 15th.

Expression is given to a general manifestation of grief in the papers, which all appear in mourning. Her Majesty is deeply afflicted, the Princess of Wales crushed, and Princess Mary of Teck, the Prince's *fiancée*, inconsolable. A state funeral will take place at Windsor.

BULGARIA PREPARING FOR WAR.

The Shanghai *Mercury* publishes the following telegram, supplied by the Desmond Telegraph Agency:—

BELGRADE, January 12th.

Alarming military preparations are being made in Bulgaria, and stores of arms and ammunition are being laid in at all points. Horses are being imported from Austria and quantities of corn from Servia.

LOCAL AND GENERAL.

"CASTILIAN'S" interesting letter with reference to the alleged "Persecutions in the Philippines," dealt with in our issue of December 3rd, is unavoidably held over until to-morrow.

A MASS of interesting matter is unavoidably held over until to-morrow.

THE French gunboat *Lion* left Amoy for Foochow on the 13th inst.

THE Shanghai Marine Engineers have decided to give their Annual Ball on February 2nd.

THE O. & O. Co.'s steamship *Belgic* was towed over to the Cosmopolitan Dock by the *Pilot Fish* this forenoon.

WE are informed by the Agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Lightning*, from Calcutta, left Singapore yesterday for this port.

THE returns of the number of visitors to the City Hall Museum for the week ended January 17th, are:—Europeans, 197; Chinese, 2,030; total 2,227.

THE Hon. J. H. Stewart-Lockhart has been appointed Chairman of the Board of Examiners, *vice* the Rev. J. Chalmers, LL.D., resigned from the Board.

A REGULAR meeting of the Eothen Mark Lodge, No. 264, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

A *Government Gazette Extraordinary* circulated this afternoon, notifies that a special service in memory of the late Duke of Clarence and Avondale will be held in St. John's Cathedral on Wednesday the 20th inst., at 5 p.m.

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks, the following donations to the funds of the Hospital:—
The Pork Guild.....$500
A Tak 5

WE would remind our readers that the grand Boxing Tournament in which Professor Woolf Beadoff and the pick of our local amateurs will actively participate, takes place at the Theatre Royal, City Hall, this evening, commencing at 9 o'clock. A first-class exhibition of the manly art may be confidently anticipated.

THE Nagasaki *Rising Sun* says that "the *Kongo Maru*, a Japanese steamer under charter to the Korean Government to carry rice from various ports on the coast to Jinsen, recently took French leave, with 1,500 bales of rice on board, which the captain appropriated in consequence of the charterers failing to pay the charter money as agreed upon."

THE Indo-China Co.'s steamer *Chelydra* will be docked at Kowloon to-morrow morning.

THE Queen of Siam was safely delivered of a son on the morning of Friday the 2nd January.

LADY ROBINSON'S reception, announced for to-morrow, has been postponed until further notice.

DURING the year ended the 31st December, 1891, there were 5,373 deaths registered in Hongkong.

INTENDING tenderers for the Hongkong Opium Farm are reminded that all tenders must be sent in not later than to-morrow, the 19th inst.

THE appointment of Mr. A. M. Silva to be senior clerk in the Post Office, on probation for six months, has been approved by the Secretary of State.

THE official inquiry into the circumstances connected with the *Namchow* disaster will probably be held on Friday next, the 22nd instant.

PHYA VISARN, better known as Poh Chin Loo, formerly one of the largest owners of sailing ships in Bangkok, died suddenly on the night of the 4th inst.

THE population of Hongkong is estimated by the Registrar General at 224,814, of which number the British and foreign communities are credited with 10,494.

FOR the quarter ended December 31st, 458 births were registered in the colony, the British and foreign communities accounting for 54—23 boys and 31 girls.

SATURDAY, the 30th inst., Chinese New Year's Day, will be observed as a holiday throughout the various Government departments. It will also be a Bank holiday.

"SEQUAH" has arrived from Bangkok and at an early date will give the inhabitants of Hongkong a series of open air exhibitions of his wonderful powers in the healing art.

WOODYEAR'S Circus has been doing such good business in Manila that its arrival in Hongkong has been postponed for a few days. It will probably arrive by the *Zafiro* at the end of the week.

A NEW agency of the Hongkong and Shanghai Banking Corporation was opened at Nagasaki on Saturday the 9th inst., under the management of Mr. A. B. Anderson, late of the Bombay branch.

ACCORDING to a return from the Registrar General published in Saturday's *Gazette*, there were 417 deaths registered in the colony during the month of December. Of these 19 were Europeans.

THE German bark *Bylgia*, due here in a few days from the Gulf of Tonquin with a full cargo of lumber, is to be despatched hence direct for Havre; taking the first cargo of lumber shipped from Tonquin to France.

THE *Siam Free Press* of the 5th inst. says that the Bangrak Hospital is filled with fever stricken patients. Mr. Evans is making satisfactory progress, and Mr. Warrington Smythe is slowly approaching convalescence.

THE *Japan Mail* says that intelligence from Naoetsu, published in the vernacular papers, states that on no less than four occasions huge waves have broken on the west coast, involving the total destruction of sixty houses.

"AN OLD SPORTSMAN" hopes to be "on deck" in the course of the next few days. He has been dead off colour this last fortnight, but shows signs of improvement. *La Grippe* has run right through the *Telegraph* stable.

A CHINESE who had his collar-bone broken the other day by the upsetting of a tramway car in Bangkok, promptly commenced a suit against the Tramway Company in the British Consular Court, claiming two thousand *ticals* damages.

MDLLE. OLGA DUBOIN, the famous *pianiste*, gave a most successful pianoforte recital and concert at the Amoy Club Theatre on the night of the 11th inst. She was assisted by Mr. and Mrs. Jordan, well known in Hongkong musical circles, and Messrs. Boyd and Hughes.

THERE are now, according to a report of the Governor of Anhwei, four camps of foreign-drilled and foreign-armed soldiers in the provincial capital at Anch'ing; two camps in the southern districts of the province, and 600 men in the garrisons of San-ching-chi and other Yangtse ports, or 3,600 "regulars" in all.

THE exact population of Korea, according to the *Mainichi Shimbun*, is not known, owing to no census having yet been taken in that country. A careful estimate made by a European resident there, however, gives the area of the whole kingdom at 32,000 square miles, 1,740 miles being coast, and the population at 2,356,667 families, or 10,528,937 persons (5,216,614 females, and 5,312,323 males.)

THE Peking *Gazette* of December 4th states that the several high offices hitherto held by the late Mongolian Prince have been given to the following Metropolitan officials:—Prince Chin is appointed to the Armoury and the Imperial Equipage Department; Fu-kun becomes Grand Military Inspector; Prince Ko-chin takes charge of the Chien-jui troops; and Wen-hsin is appointed Lieutenant-General of the Red Bordered Mongolian Banner.

A BOLD blow was struck by Lieutenant Cousineau on November 18th, says the *Siam Free Press* of January 5th, against a formidable band of pirates who had long been the terror of the peaceful traders of Cho-ngoc and district. The Lieutenant commanded 60 native tirailleurs and 40 men of the Foreign Battalion. After a painful night-march he came up with the enemy installed in floating houses and, taking the pirates completely by surprise, almost annihilated the whole band. The villagers having been shown to be implicated, the village was detroyed.

A ROMANTIC story is going the rounds at home in connection with the marriage the other day of Miss Scott to Mr. Hay, one of the heirs of the late Duke of Cleveland. Mr. Hay, so it is said, was formerly an aspirant to the hand of the young lady, but his suit was frowned upon by some of the relatives because of his lack of what was considered the necessary means. When the Duke died, so little did Mr. Hay think himself interested in the event that he did not attend the funeral. He was, however, telegraphed for afterwards, and, proceeding south, found that he had been bequeathed a very large fortune and an estate worth £30,000 per annum. He wooed again and this time won.

THE funeral of Capt. Fremantle yesterday afternoon was a most impressive ceremony. The *cortège* left Government House at 3 o'clock, and included His Excellency the Governor and Lady Robinson, Major-General Barker, Vice-Admiral Richards, Chief Justice Sir J. Russell, Mr. Justice Fielding Clarke, the Members of the Legislative Council, most of the Military and Naval officers, and a large majority of the leading residents of the colony. The Band and Pipers of the Argyll and Sutherland Highlanders were in attendance, and played the "Dead March in Saul," the "Land o' the Leal," and other selections appropriate to the occasion. Bishop Burdon conducted the burial service, assisted by the Rev. Douglas Hamilton.

THE death of Mr. J. M. Stoddart, formerly superintending engineer of the Takasima mine, is reported from Nagasaki. Death resulted from an attack of influenza.

CHINESE papers report that an official of the third rank, assumed to have been a leader of the *Kolao-hwui*, was beheaded the other day after a secret trial, by order of the Viceroy of Nanking.

THE German steamer *Johann*, which has been lying in Kobe harbour for some time past, changed her flag and name, having been sold through Messrs. Father & Voigt to Japanese, and will in future be know as the *Koshi-maru*.

MR. H. A. Pereira, editor of the Chinese paper *Shunpao*, published in Shanghai, has been appointed a Commander of the Portuguese Order of Jesus Christ, for valued services to the Portuguese Consulate in that port for many years past.

GENERAL Keng Fung-ming reported to the Throne recently that his troops had encountered a band of insurgents near "the Palisades," a number of whom belonged to the fair sex; these Celestial Amazons were armed to the teeth and, according to the General, fought like tigresses.

GEORGE BARRETT, second in the list of winning jockeys in England last season, lately rode 33 races in succession without a win. A backer of his mounts, commencing with a pound on the double-and-quits principle, would thus have lost £850,000,000 sterling, or rather more than the English national debt.

FROM Mr. Bibby's (the manager) half-yearly report, which reached Singapore on the 7th inst., it would appear that there are good grounds for the recent rise in the market value of Raub shares. Unless Mr. Bibby, who has the reputation of being a first-class mining expert and thoroughly practical man, has made a great mistake, the prospects of the Raub mines in the near future are most encouraging.

BARON Ketteler, lately German Secretary of Legation in Peking, has been appointed successor to Herr Kempermann, German Minister-Resident to the court of Siam, who goes home on a year's leave of absence. The Baron was formerly German consul in Söul, Korea, and a few years back was a deservedly popular resident in Canton, in which city he has many friends who will be glad to hear of his promotion.

THE Bangkok *Times* reports that Mr. Thomas Collins has commenced an action in the British consulate at that port against Mr. Michael Micaleef for slander, in which he claims $3,000 damages. The head and front of Collins' offending was in calling Michael a thief. Now if he had called him a damned thief no action would have lain. That would have been according to the latest decision of the English Courts, mere abuse. It is wonderful how inconsiderate and thoughtless some people are!

THE subsidised steamship line which was specially organised to carry Chinese coolies from Hongkong to Mexico, and which actually did convey two ship-loads from Macao to that far distant El Dorado, is reported to have collapsed owing to the Mexican Government having cancelled the concession. The Company, which was represented here by Mr. Carl Vogel, contracted to run four steamers annually, and it was their failure to fulfil this agreement which led to the concession being withdrawn.

TCHENG-KI-TONG, while having his fling in Paris acquired the finest Parisian style of compliment. Conversing one day with a lady about China, he was asked:—

"But is it a fact that polygamy is permitted in your country and is universally practised?"

"Certainly," was the reply, "for in order to attain to the enjoyment of all the feminine graces which you, my dear madam, combine in your own person, we require a whole host of women."

THE insanity of that funny old gentleman, King Otto, of Bavaria, is stated to have taken the form of an illusion that he is a stork. In one of the magnificent apartments devoted to his use at the palace of Fürstenried he has laboriously constructed a gigantic nest, every stick and straw of which he has conveyed to the spot in his mouth. In that nest he squats almost the entire day, with feathers stuck in his long, thick hair and beard, while he chatters in imitation of the 'clappering' of a stork whenever any one approaches.

THE Siam Electric Light Company have closed their works, dismissed their European and native staff of employés, and indefinitely postponed operations. It was confidently expected, says the *Siam Free Press*, that the Company would be in a position to begin work on Jan. 1st, but owing to monetary difficulties this course was found impossible and hence the decision to cease all work. There have been many erratic enterprises commenced in Siam, but the Siam Electric Light Company seems to have out-distanced them all in eccentricity. From the beginning of its existence down to the present time it has led a most chequered career. Inaugurated chiefly by Siamese capital, and ushered in with a flourish of trumpets it was confidently expected to prove one of greatest electrical successes in the Far East. It burst upon us at odd intervals, continued to gladden our eyes for a brief time, and made its exit as suddenly as it appeared, and no man knew exactly why or wherefore. We smiled at its peculiarities, we hoped that it had come to stay with us, and expected that it would meet a kinder fate than many an enterprise that has gone before. Vain hopes, and valuer expectations; it is going the way of similar Siamese ventures, and only the most determined effort on the part of the shareholders will save it from destruction.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

The third ordinary general meeting of shareholders in this company was held to-day. The Hon. P. Ryrie presided and there were also present Messrs. J. H. Cox, F. Henderson, F. H. Gomes (directors) J. Goosmann, Taylor, Gilmour, Machado, Manuk, J. F. C. da Rosa, and A Shelton Hooper (secretary).

The Chairman moved the adoption of the report and accounts (published previously).

Mr. Taylor thought the accounts showed a hopeless state of affairs, as even if all the houses were let, there would be barely enough to pay expenses. He would like to see the cost of running the company reduced to a minimum. There was no use for a Board of directors, running away with half the earnings. The Board should be abolished.

Some lively discussion ensued on the details of working. Mr. Taylor endeavoured to move the appointment of a liquidator, who would do all the work and save directors' fees and managers' expenses and so on. This motion, however, could not be brought forward without notice.

The report and accounts were then duly passed.

The Chairman proposed that the temporary election of Mr. J. H. Cox as director be confirmed by the shareholders.

Mr. Goosmann seconded, though he agreed with Mr. Taylor that if possible a liquidator should be appointed, not to wind up the company but to continue it on an economical system, without the cost of a board or managing directors.

Mr. Taylor opposed the appointment, not from any objection to Mr. Cox, but on the general principle that directors were an unnecessary expense.

Mr. Cox was elected.

Messrs. Ryrie and Gomes were re-elected directors.

On the motion to re-elect the auditors,

Mr. Taylor said that the West Point Co. got in about $12,000 in rents and paid its auditor $10, while the Kowloon Co. with $4,000 paid $100.

Mr. Hooper said the Articles of Association bound them.

Mr. Taylor said that was the reason why a liquidator should be appointed, to do away with the Articles and save needless expense. Why not pay $5 to a couple of Portuguese clerks to put their names to the accounts? Nobody doubted the accuracy of the figures, and what was the use of paying $100? Besides, the work was not done properly. The statement showed "Capital $180,000," which was quite wrong. The company's capital was $300,000, $180,000 paid up, but nobody would ever guess that from the "audited" sheet. If the Articles bound them to appoint two auditors, he would undertake to audit the accounts with Mr. Goosmann for nothing.

Mr. Goosmann thought the auditors would consent to accept less remuneration. He seconded their re-election, which was carried.

This concluded the business of the meeting.

MERCANTILE MARINE AFFAIRS.

A SPECIAL MEETING.

The following is the report of a special meeting of the British Mercantile Marine Officers' Association held on the 14th instant, which was "crowded out" of our last issue.

THE NEW HEAD QUARTERS.

The President, Capt. Samuel Ashton, who occupied the chair, said it afforded him great pleasure to be present and to congratulate the members upon having gradually advanced their position until at last they were located in the most suitable premises that could be found in the town; they were commodious and central, and as such, exceedingly convenient for seafaring men. But it must not be forgotten that these rooms were more costly than those previously rented and it therefore behoved members to avoid getting in arrears with their subscriptions. The monthly "sub" was merely nominal and should be paid promptly and willingly. He could not conceive how an officer of the Merchant Service could begrudge the paltry sum charged as entrance fee and monthly subscription to an Association which was founded with a view to benefitting all members of the cloth morally, socially and intellectually. He was convinced they would get their money's worth if they held together in the future as they had in the past, never forgetting the time-honoured maxim "Unity is Strength."

THE RECENT WRECKS.

There can be no doubt that we have a perfect right to consider and discuss certain shipping casualties which have occured on this coast recently. As an Association composed of masters and officers we cannot blame any one in particular, but we may express the opinion that we believe it will be to the advantage of underwriters and shipowners if every sea-going vessel was bound to carry three certificated officers and maintain a system of three "watches" at sea. It is a physical impossibility for a man to keep his senses about him and have his eyes wide open unless he gets seven hours' sleep in every twenty-four. In many cases vessels are running about the coast with two officers only, and neither of them gets more than three hours and a half sleep during the day or the night either. It is, I repeat, impossible for men to be properly on the *qui vive* unless they have a reasonable amount of sleep. As an association we should, I think, point out to owners and insurance companies the facts of the case. We must do so both in their interests and for the sake of members of our profession generally. We have heard of the lamentable loss of life in connection with the foundering of the *Namchow*, and we deeply deplore the loss of the European master and officers and engineers of that ill-fated vessel. We don't know how the foundering occurred, but we do know that she had no more than two officers on board and that, as a rule, the officers of the watch on such ships are expected to do what is a physical impossibility—they are expected to be wide awake when they have had little more than the proverbial "forty winks." I understand you've asked me to speak on this subject in order that something may be done by us as a body of masters and officers. I therefore suggest that our Secretary be directed to address the local insurance companies and shipowners on the subject. We do not dream of directing owners how to manage their ships, but we think that in view of recent catastrophes it is better and safer for every ship to carry three certified "watch-officers" (hear, hear, and applause). I take it by your applause that you are of opinion that I am expressing your views as a body of responsible masters and officers on the subject ("yes" and applause). It is a well-known fact that lots of officers have to go to sea after working cargo for 12, 14 or even 24 hours, and how can it be possible for those men to keep their eyes open for four solid hours on the bridge? Then, with this "watch-and-watch" system officers cannot get as much as four hours' sleep at a time. An officer goes below, writes up his log, has something to eat or drink, has a "pull" at his pipe and then turns in. By that time fully 20 minutes have gone by. Well, he perhaps gets to sleep in another five or ten minutes and then—providing there is no call of "all hands on deck!"—he rests for three hours and a quarter, when a quartermaster calls him so that he shall be on the bridge punctually at the end of the four hours to relieve his brother officer who is to have his forty winks, "chow," smoke, etc. Thus it will be seen that many officers—hundreds in fact—get no more than three hours sleep at a time, or in other words less rest than a cab-horse has at home (*hear, hear*).

"QUERY'S" LETTER.

Now, gentlemen, most of us have read a letter by a man who signs himself "Query" in to-day's *Daily Press*. In it the writer casts a slur upon the fair fame of the master and officers of the steamer *Meefoo*, and he does so very unfairly. I know something of rescuing life at sea. I remember on one occasion I was in a boat in a heavy seaway going to rescue drowning people. I could not see ten yards ahead of me at the time. The Captain of my ship was signalling to me with a red flag in which direction to steer. He saw from the bridge the struggling people, but I couldn't. Well, to make a long story short, I succeeded in saving two men. I mention this to show you that under certain conditions it is most difficult to "make out" persons floating on the surface of a heavy sea. And unless the *Meefoo* had come extremely close to the foundered vessel, it would have been practically impossible for her officers to see anything at all, except the vessel herself; and when the *Namchow* foundered there was nothing to be seen at a distance. I do not hold a brief for Captain Lunt of the *Meefoo*. I don't think I've met him more than six times in my life. He is an American gentleman and an American sailor, and I judge that he is not a man who would wittingly leave people in distress. I may say I feel quite confident that that he would not, but that on the contrary, he would be only too glad to go to their rescue. But as to "Query," who ever he may be, we can safely say that he is neither a gentleman nor a sailor; he is a contemptible fool—nautically, at any rate. I don't know "Query" and I don't want to know him. Furthermore, I don't care a straw who he is. His object in writing that letter must have been malicious. He is, I repeat, a contemptible nautical fool (hear, hear, and applause). "Query" has no right to attack Captain Lunt, who is an American gentleman and a sailor, whereas "Query" is a coward of the first water—he was not man enough to sign his name to that letter. He had a dig at Captain Lunt under cover of a *nom de plume*! Could anything be more despicable? ("no," and applause). It has been my lot in life to serve under the American flag for seven years and I take pleasure in testifying to the kindness I received at the hands of my employers and colleagues. Now, I'm not an American. I am a Briton, and therefore my words should have more weight than were I of Captain Lunt's own kith and kin. But what we, as an Association, protest against is an irresponsible fool publicly criticising the conduct of seamen under cover of a *nom de plume*. So much for the coward "Query," for whom I have the utmost contempt.

THE LOST AND "THE MISSING"

As an Association we must take this opportunity to express our deep regret respecting the appalling loss of life on the occasion of the foundering of the *Namchow*, and we feel deeply for the relatives and friends of the deceased. (Hear, hear) That we express in respect to a vessel we know has gone down; but there is another vessel we have to consider, a missing steamer, the British steamer *Somdetch Pra Nang*. She is now about a month out from Java, bound hither, and we none of us know where she is. We have been given to understand that the Admiral refused to send a gunboat to look for her, but I consider that active steps should have been taken long ago to ascertain, if possible, what has become of her. We have a perfect right to express our opinions on this subject, many of our colleagues and friends being on board the *Somdetch* at the time she left the coast of Java. (Applause.)

After some further remarks by the President and several members it was unanimously resolved:—

That this Association avails itself of this opportunity to express its deep sympathy with the relatives of those who are believed to have been lost in the missing steamer *Somdetch Pra Nang*, and they hereby record their profound regret that nothing has been done to certify the loss of the said steamer, therefore the Association is unable to take steps such as it would like to, for the benefit and comfort of the relatives of our friends.

THE PREVENTION OF PIRATICAL OUTRAGES.

The following letter was read by the Secretary and laid on the table:—

Steamship *Hatphong*,
Hongkong, 13th December, 1891.

The Secretary, B. M. M. O. Association.

Dear Sir,—I have read the correspondence you were good enough to send me re prevention of piratical outrages, etc. It is my opinion that it would be the easiest thing in the world to establish searching stations on two or three wharves at which all Chinese passengers' luggage would have to be examined, exactly as would be done with passengers landing here were there a Custom House in the colony. Though really illegal, there appears to be very little outcry over the search of passengers landing here from Canton and Macao, by the Opium Farmer's runners.

The fact of our being allowed to search passengers' luggage goes for nothing at all, for it is utterly impossible to find time to do it. Imagine the ship's officers attempting to search the baggage of 700 passengers (this ship is licensed to carry above that number) before sailing at daylight, (or even at noon, when they are busy taking in cargo up to the last minute), the passengers meanwhile putting every obstacle in their way! The notion is absurd and the scheme impracticable. Moreover, even did the passengers refrain from obstructing the searchers, the plan would not work. It is impossible, and cannot be done.

With properly fitted up searching stations, the passengers knowing it had to be done would render every assistance by uncording and unlocking their boxes, etc.

You are welcome to use any part or the whole of this letter if you think it advisable in the interests of the Association.

Yours faithfully,
(Signed). H. C. A. HARRIS.

P. S.—Of course the question of the expense of prevention would arise. I am sure no better use could be made of the money received for "Special Sunday Cargo-working Permits," and the balance of the Light Dues after deducting the exact cost of the up-keep of the lights.
(Signed) H. C. A. H.

Considerable discussion followed, after which a vote of thanks to the Chairman, carried by acclamation, brought the proceedings to a close at such a late hour that the passing of a special resolution relative to the sympathy felt by the Association with Mr. Fraser-Smith, the Editor of the *Hongkong Telegraph*, who was mulcted in heavy damages and costs in a recent sensational libel case, had to be held over until the next meeting, as also several other matters of general interest.

THE WRECK OF THE "NAMCHOW."

FULL DETAILS FROM A SURVIVOR.

Mr. Khoo Chin Seng, supercargo of the ill-fated steamship *Namchow*, accompanied by his assistant and five other Chinese survivors, arrived here from Swatow at noon on Saturday in the British cruiser *Porpoise*, and on being interviewed by a member of our staff, furnished the subjoined interesting detailed account of the disaster.

The *Namchow* weighed anchor in Hongkong and started for Amoy direct at 8 p.m. on Wednesday, the 6th January, and by 4 p.m. on the 7th was abreast of Cupchi Bay, when the course was set to the eastward, further out from the land. At about 9 p.m. the engines ceased to work, and half an hour later Captain Lee told the Supercargo that the crank-shaft had broken between the thrust block and the after crank. Mr. Khoo wished for further particulars but the Captain objected to any inquiries being made in order to find out what the damage actually amounted to; however, the Supercargo was led to believe that something more serious than a broken crank-shaft had happened. The weather was then hazy and a strong N.E. monsoon was blowing. The Captain held out hopes that the engineers would be able repair the damage in a few hours; and he then went on the bridge. The Supercargo returned aft and discussed the situation with his colleague, Mr. Lee Soon E, who is the nephew of the charterer, Mr. Chong Moh, Penang. The consultation over, Lee Soon E went on the bridge and asked the Captain how far the ship was off Breaker Point lighthouse, and what distance separated them from Swatow. The Captain said Breaker

Point light was visible on the port quarter, four miles off, and that they were 60 miles from Swatow. The *Chinchew* (supercargo) offered to try and get to Swatow in a fishing boat, and telegraph for Ran Moh's chartered steamer *China* to come from Amoy and give help. The captain agreed to this, but when the *Chinchew* found it would mean perhaps two days tossing about in a furious sea he backed out. As he was going away to his berth (about 10 p.m. on Thursday, January 7th) he saw the carpenter doing some repairs in the engine-room, apparently between the cylinder and the ship's bottom, securing planks by battens and shores. It appeared as if the end of the crank shaft had gone through the ship's bottom before the engines could be stopped. About an hour later (11 p.m.) the Captain got some rockets and blue lights from the Supercargo.

Next morning about five o'clock there was a great noise of rushing about on deck. The *Chinchew* turned out, and found all the passengers scrambling into the boats. The Chief Engineer was standing at his cabin door, pale and agitated, but trying to keep calm. The *Chinchew* woke the Captain, who seemed to have been drinking heavily. (Surely this is the Chinaman's mistaken interpretation of a natural anxiety and distress!—Ed. H.K.T.) Asked what was wrong with the ship, Capt. Lee said "Nothing at all; she is all right." Pressed for an explanation of the panic among the Chinese, the water in the ship, and the list to starboard, he replied "It is nothing; I have sent a man to see." The Supercargo says he knew this latter statement to be false. The Captain then went into his own cabin, which was just opposite the room occupied by the Supercargo, and shut himself in. On trying the Captain's door it was found to be locked. A minute or two later the Captain came out with a revolver in his hand and went up on the bridge. They said afterwards he shot himself. Meanwhile the steamer was settling down gradually. Rockets were fired off and blue lights constantly burnt on the bridge. The passengers and crew then took to the boats, of which there were seven. The second and third engineer did not care to go in the boats, which were overcrowded, but preferred to take their chance of clinging to a spar or some portion of wreckage in the event of the vessel foundering. The Supercargo then gathered his friends together—Lee Soon E, Fow Keat Seng, Yan Ah Seng, Lim Soon Sing and others—with a view to getting them off in the starboard quarter boat, in which some twenty passengers had already stowed themselves. However, as soon as he got into the boat the after falls carried away and all on board were capsized into the sea and drowned, with the exception of the Supercargo and two others. The Supercargo got on board by means of a ropeladder which his friend Lee Soon E lowered to assist him. Then he and four others got into the boat over hanging the stern and attempted to lower her, but in a few minutes she was also stove in.

The Chief Engineer appealed to the Supercargo to maintain order and clear one of the boats from Chinese, but it was in vain. The starboard quarter boat had been already lowered by the passengers, and 37 people now got into her, including one woman, three children, the Supercargo and his friends. This was about six o'clock. It took them over two hours to fight through the waves to the nearest junk. Shortly before reaching her, the *Namchow* was seen to lurch heavily towards the port side and go down by the stern at once, in deep water. About a quarter of an hour later they saw the steamship *Meefoo* come within about half a mile of the place where the *Namchow* sank, nearly two miles from the boat. The passengers thought the steamer would pick them up, but as she held on her course again without noticing them, they made for the junks as before. In half an hour they were on board, and in due course reached Cupchi village, on the afternoon of the same day. Other junks arrived later with 13 more survivors, making fifty in all.

It should be clearly understood, said the Supercargo to the representative of the *Telegraph*, that we saw the *Meefoo* distinctly while we were in the boat. We could make out her funnel and were positive she was a China Merchants' steamer. She came within two miles of us and then steamed away. There were lots of fishing junks in the vicinity and they must have seen the *Meefoo*. The junks rendered every possible assistance. Mrs. Hamilton, the wife of the Chief Engineer, was in one of the starboard life-boats with the second engineer, the second mate and several firemen and sailors. They were too slow in shoving off from the *Namchow* and were consequently sucked down with her when she went down, stern foremost. After the vessel disappeared Mrs. Hamilton was seen floating on a piece of wreckage, supposed to be a portion of the bridge or deck-house, but she was soon lost to sight. We also saw a good deal of wreckage about and many hands held up in the air, but they also soon disappeared, and there was no chance of rescue. Our boat was already overloaded. After the Chief Engineer had kissed his wife and assisted her into the boat he ran aft to his cabin (presumably to get his papers or some valuables) and in the meantime the ship foundered. The accident to the machinery occurred about 9 p.m. and the outbreak of panic was early the next morning, so had steps been taken during the night to get the passengers off into junks and in the ship's boats, it is probable that all on board would have been saved. But the Captain assured us that there was no immediate danger, so we went to bed about 10.30 p.m., and knew nothing until the passengers got alarmed the following morning. Had the *Meefoo* stood by for an hour or two she could most likely have saved a good many people. The *Namchow* was not at anchor, but was under sail the whole night, trying to make Swatow. We drifted to Cupchi Point. From the time the panic started scarcely anything was seen of either the officers or engineers. The accident to the machinery was doubtless caused by the "racing" of the engines. I am convinced in my own mind that the crank-shaft did not break, but that something went wrong with the pistons or cylinders, and that therefore a hole was knocked in the ship's bottom. They had carpenters down in the engine-room for some hours. The fires were put out by the water coming into the ship through the leak in the engine-room, I saw that there was some planking in the engine-room, but what the engineers were doing I don't know for certain. The distress signals were hoisted by one of the crew, but whether he had orders from the Captain to do so or not is uncertain. That sailor is now in Hongkong. There isn't the the slightest doubt that the officers and engineers were quite sober at the time of the wreck. The first and second officers were new to the ship, not having been in her a month. The chief officer, Mr. Kelly, was shipped just before leaving Hongkong. E Sing E and Tun Yu Sing, together with four of the crew, came down with me from Swatow in H.M.S. *Porpoise*.

At Swatow the English and German consuls went on board the *Porpoise* and sat with Captain Burr at a kind of Court of Inquiry when the Supercargo and the other Chinese were examined at length by them. The Admiral directed Captain Burr to hold an inquiry in Swatow, but it was afterwards decided to hold a full inquiry in Hongkong. The supercargo further states that he has seen the Harbour Master, who promised to communicate with him to-day about the Court of Inquiry.

[We have to state that Captain Burr, of H.M.S. *Porpoise*, regrets to inform us that he has *received instructions from Headquarters not to supply the press with any information whatever*. Well, who wants information, My Lord Igh Hadmiral? We get there just the same, only more so. But where is the fool-killer?]

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column].

THE WRECK OF THE "NAMCHOW."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Permit me, through the medium of your columns, to express my gratitude (and that of the six other survivors brought down from Swatow to Hongkong by the *Porpoise* to-day) to Captain Leslie Burr and his officers for their great kindness to us while on board his vessel. They gave us every latitude and were, in fact, as kind to us as it was possible for any one to be. They gave us the best of food, splendid "smokes" and good wine, and allowed us to roam all over the ship.

Then, too, when she got to Tytam Bay and there exercised the crew in target practice, they took great pains to explain everything to us; and we were greatly amused and interested in all we saw and heard on board Her Majesty's ship *Porpoise*.

We are at a loss to find language wherein to fully express our sense of obligation to Captain Burr and his gallant officers and men.

Then there is the magistrate at Cupchi, named Cheng Seng Cun, who gave us every possible assistance when we landed at his town. He even gave the fifty survivors money as well as clothes, and a military escort to Swatow. His conduct, his great liberality, is the more marked as he had no prospect of getting a tithe of his gifts back again. He is truly a *ta-jen* (great man). Amongst the survivors was one Chinese lady and 3 children, for whom this worthy official supplied sedan chairs and a special escort into Swatow.

Thanking you very heartily for granting this letter space in your column,

We remain, Sir,

Your's very respectfully,

KHOO CHIN SING,

LI SOON,

late Supercargoes of steamship *Namchow*.

Hongkong, 18th January, 1892.

FOOCHOW NOTES.

Foochow, Jan. 9th, 1892.

The natives assert that the cloudy state of the weather we have had for nearly a month past is an indication of a big flood during the 2nd and 3rd moons.

By order of the Viceroy the forts at Mingan have been lately put into first class fighting condition and a great many soldiers have been added to the usual garrisons.

A general demand for the settlement of accounts has already begun in the city and over the Bridge, and we understand that rather serious fighting goes on daily and at night as well.

Owing to the great pressure of the authorities, the Chinese bankers are consulting together to make a joint petition for an amelioration of the order to make a fixed rate of exchange for *cash*.

Highway thieves are plentiful at present in all the roads from the Settlement to the villages around. On Monday last a respectable dealer, carrying with him some $40 in Chinese bank notes, no doubt for New Year festivities, was attacked by a gang of eight men with painted faces, at "the Ravine." A similar case took place not far from the "ice-house."

A serious gun-powder explosion took place last week in a Government powder factory in the city. The natives speak of it as an accident, but when we hear that it occurred through a man working on the grinder, scraping the stone with an iron chopper instead of with some copper implement, we are disposed to attribute it to the ignorance or carelessness of the man in charge. It is reported that twenty men were killed and as many more badly burnt. In an adjoining room near where the explosion occurred there were 1,000 lbs. of powder packed in baskets, ready to be moved to the magazine, and how this escaped is a mystery. Had this large quantity of powder exploded the consequences must have been very serious. The authorities were promptly on the spot, and it is said that through their energetic action a further explosion and an extensive fire were prevented.—*Echo*.

NOTES FROM CHINESE PAPERS.

Several earthquakes have occurred in Formosa since the 10th moon. Sometimes repeated slight shocks were felt in one day. The people were in great fear and fled to the fields for safety.

* * *

The two city runners who arrested Chêng Kin-lung were each rewarded with 500 taels and a button of the sixth rank. They will give a theatrical performance in the city temple to gratify the deity.

* * *

One of Mr. Mason's boys acknowledged before the magistrate, in one of the examinations, that Mr. Mason was initiated into the Kolao Society by his (the boy's) brother, but when Mr. Mason was purchasing arms the brother had already gone to Foochow. The brother being separately questioned, gave a flat denial, which he maintained until confronted with his accuser, his brother, after which he kept a strict silence.

* * *

The examination hall at Nanking was surrounded by a great multitude of people, soldiers, and runners, on the 7th instant. Great excitement prevailed. The high authorities arrived in succession and after their entrance the doors were promptly closed. It is said that a mandarin of the third rank was arrested and charged with being in complicity with the Kolaos. His examination was taking place in the hall but no one knew anything definite about it. His name is reported to be Li Chien.

* * *

Viceroy Li Hung-chang was ill on the 19th December and had four foreign doctors to attend him. His Excellency under their treatment rapidly recovered, his fever and cough subsiding, and on the 23rd he was so well as to be able to entertain visitors. Lady Li, however, is slightly indisposed. During the month of December sickness was rife in Tientsin. The German and British consuls and the French vice-consul were successively attacked with the epidemic but recovered in a few days. The French consul was not so fortunate, for after his first attack he started for a change of air to Tongshan, and on his return was laid up with a severe attack of fever; but he is growing better day by day.

* * *

Since the defeats of the rebels they have taken refuge in mountain fastnesses or have scattered over plains and the surrounding country, robbing, burning, and committing all sorts of excesses. The Viceroy Li considers the best means to exterminate them is to employ cavalry. Accordingly five camps (about 2,500 men) of mounted troops were transported by train from Tientsin on the 25th and 26th of December to the boundary of the railway. Thence they were to proceed to Kupehkow, outside the gates, to place themselves under the orders of General Yeh Chi-chao. For two days the railway was closed to the public. The horses were placed in freight cars, and the men in passenger cars. A great multitude gathered to see the sight.

* * *

Some time ago a noted leader of the *Kolaohwui* was very hotly wanted by the Chinese authorities; but the worthy was for a long time too smart for the sleepy Yamên runners and invariably managed to put them off his track. It was reported lately that he was in hiding at Hangchow, so steps were taken for his apprehension, and there the bold outlaw has at last been run to earth. He arrived in Shanghai on Thursday *en route* for Nanking. He is caged in a strong wooden box contrived so that he must stand all the time, and he is never allowed to sleep for a moment. The officers in charge of the prisoner reported the matter to the Shanghai Taotai, who instructed the *Che-hsien* to hear the case and then send the prisoner on to Nanking.

* * *

On the 7th instant, the following Imperial decree was issued:—Tingan and Yü Lu memorialised Us on the repeated victories gained by Government troops over the rebels in Chaoyang, the utter extermination of the large bodies of insurgents, and the close pursuit of and diligent search for rebels scattered about the country. Since the Government soldiers of Fungtien defeated the rebels entrenched in Huhtze-cheng, the surrounding districts are no longer infested with insurgents. General Tso Pao-kuei and Tartar-Lieutenant-General Chu Sen-poh, with their captains and soldiers, took separate roads and marched into the heart of the country where the enemy were strongly lodged. Between the 9th and the 22nd of the 11th moon a victory was achieved in Kaituimio, Sun Ting-yee and other rebel leaders being killed. Another victory was gained at Maiyakow in the Ngohtupan country. During the fight the pseudo-generalissimo, Wang Fung-teh, fell, with many of his followers, and the leader Tse Pao-san, *alias* Tse Lo-tau, was captured and decapitated. The rebels in the countries of Ngohtupan and Sangota were singled out and almost all exterminated. Sze-kowtze being the former headquarters of the insurgent chieftains, General Tso Pao-kuei boldly advanced to this stronghold and a severe engagement ensued. The rebels fought with desperate fury, keeping our soldiers in check for a long time. Our troops at last made breaches nearly simultaneously on all five sides of the walls surrounding the place, and took it by storm. Over 1,400 rebels were put to the sword. The headmen fled and gathered themselves together in a place called Erhoa-kiatze, which, however, was again besieged by Tso Pao-kuei, who followed closely. Then there was another engagement; several rebels were killed on sight; the pseudo-generalissimo Yü Wha-wen, the pseudo-commander Sun Fah, of the advance guard; the military trainer, Sung-Ming; the traitorous military adviser Chang-Wei-yi, and over three hundred prisoners were all taken. Six successive victories in all graced our banners, our troops capturing a great quantity of flags, rifles, cannon, powder, bullets, &c, and provisions. The rebels are now nearly all scattered, but a few are huddled together in Wutancheng. Tso Pao kuei has already started for that last stronghold, while the Chihli provincial troops are making a flank march from the east. It will not be difficult to wipe away every vestige of rebellion. Let Tingan and Yü Lu order their troops to follow up the fugitive insurgents in every direction and exterminate them within a certain time, so as to leave not a single one to cause trouble in future. In this expedition the soldiers from Fungtien, fighting bravely and achieving victories with the troops of Chihli, are worthy of much commendation. Tingan and Yü Lu are to report to Us the names of officials who have distinguished themselves and rendered meritorious services, so that we may bestow suitable rewards. Let the Board concerned take note of this. Respect this."

NOTES FROM THE NORTH.

(FROM A CORRESPONDENT.)

The late Governor General of the Two Kiang, Tsêng Kuo-chuan, was repeatedly censured from Peking for paying "black mail" to certain classes of people, to keep his provinces quiet, and was pestered to discontinue the practice.

Tsêng did not heed the insinuations from Peking, and went his own way. At that time there were no predictions wanting, prophesying that if his successor should not happen to do precisely the same, there would be trouble in the land. And so it actually has come to pass during the riots of last year. The "black mail" consisted of certain allowances to retired military people and civilian servants, a system of pensions, as it is called by *nous autres barbares*, and before the adoption of some such system in this country, the question will always remain a sore point, and be as something rotten in the state of China.

The statesmanship of the present Governor of Shantung, Fojun, appears to be far inferior to that of his predecessor, Chang-yao. When the latter became aware, last year, of the intention of the Central Government to disband a number of troops in the Manchurian provinces for economical reasons, he hastened to address the Throne on the subject, and strongly advised the big wigs of Peking to do nothing of the sort, because sooner or later every active soldier would be needed in the frontier provinces, while every discharged soldier would be sure to swell the ranks of evil disposed characters, with which these outlying provinces are swarming. Late events have proved the correctness of the deceased statesman's views. His successor, Fu-jun, acts differently; he seems anxious to undo much of his predecessor's work; he disbanded the body-guard of the latter, a camp of infantry, who ceased to exist on the 2nd November last, and distributed the men amongst other troops; he discharged 492 men, and gave them a pittance for passage money, to reach their homes in Hunan, where they will be pretty sure to become, if not active members, certainly new agents of the Kolao-hwei. This miserable policy to throw the used up soldier in the street, without a pension, or the time-expired *brave* on his own resources, is sure to avenge itself some time or other; it is the old thing over again, *quem Jupiter vult perdere, prius dementat*.

It would be interesting to know on what facts the rumours were based recently, that a number of Imperial troops had gone over to the "rebels," or robbers in Eastern Mongolia and Manchuria. It is a well-known fact that a large reduction of troops in those provinces was contemplated last year, against which the late Chang-yao strongly protested; it is not known yet, outside the initiated bureaucratic circles, whether this suicidal folly of false economy has been carried out, or not; in the former case the rumours about the presence of "Imperial troops" amongst the robbers would find a natural and easy explanation, and would be the unmistakeable answer to the unwise measure against which the late Chang-yao warned headquarters in Peking.

Our readers will remember that in June last year, when Li Hung-chang was about to leave Tientsin on a tour of inspection to Port Arthur, conjointly with Chang-yao, the Viceroy was requested by the Consuls to postpone his visit, on account of the troubled state of the Yangtse Provinces. How tight the Consuls were in but proved by the fact that Chang-yao, after his return from Port Arthur, had occasion to send General Wang Tê-kwei with 7 camps of infantry to the borders of Honan and Kiangsu, from the sea coast, to keep order.

The fact that in many of the petty revolts which have taken place lately some bands have appeared in uniform and military organisation, goes far to show the element of ex-braves largely represented amongst them, and to condemn the pernicious system of turning time-expired soldiers penniless adrift, and simply let them at large to prey upon the public. It is seemingly hopeless to expect the present generation of adherents of the worm-eaten antiquated mandarindom to learn some sort of a lesson from modern times.

There is an as yet unconfirmed rumour of the "rebels" cutting off the pigtails of their prisoners; it is very considerate of them, not to keep the heads of the prisoners attached to the tails, during that interesting process. But this action by no means shows that the movement should be anti-dynastic, as long as it is not proved that the "rebels" cut their own pigtails as well; it may only have been done to *mark* their prisoners to distinguish them from their own people.—*Shanghai Mercury*.

HONAN.

(FROM A CORRESPONDENT.)

December 18th, 1891.

The *Peking Gazette* of the 21st September as translated for your columns, contained a statement that there was a great block in the public service of Honan, owing to the enormous glut of expectant officials in the province. No fewer than 1,450, high and low, it is said, were waiting for vacancies, every one of which was at present filled. A request was accordingly made to stay the ill-flowing tide for a period of two years. In the *Gazette* of five days later appeared a report from the Changtê *fêu-fu* to the effect that Lien Ying, Linchang *chihhsien* being suddenly seized with a fit of mental aberration, had killed his wife, and permission was asked to degrade him in order that he might be tried. This is the version given the public through the *Gazette*. The following, however, is what is known to all the country side, and among other things will show how one of the 1,450 above referred to sought to add to his exiguous emoluments, with woeful consequences to many.

It appears that in Anyang *hsien* (*yamên* in Changtê Fu) there was a scourge of locusts. The *fêu-fu* offered bounties for the extermination of the pests, opening an office where so many cash were given for each catty of locusts brought in. Some enterprising villagers of the adjoining *hsien* (Linchang) brought locusts and claimed the bounty, but their locality being ascertained to be Linchang territory and not Anyang they were refused. The clerks, however, reported to the *fêu-fu*, who at once despatched a *weiyuan* to Linchang, to enquire if that *hsien* also had locusts. If it had, and the fact had not been reported to his superior, then woe to the Linchang magistrate, and the *weiyuan* had it in his power to make what report he pleased. Hence a *douceur* of 200 taels sent that worthy back with a favourable report. But, alas, for some reason or other, this *weiyuan* was sent a second time on a similar errand, and this time opened his mouth as widely as before. But Linchang was obdurate and offered only 20 taels. The *weiyuan* thereupon seized his opportunity to undermine a good official, and get the place himself. Posting back to Changtê in high dudgeon he made a grievous report against the Linchang magistrate. The latter was summoned to the *fu* and bullied so outrageously that he went out of his mind with rage and was off to the capital to petition the Governor to right his wrongs. While on the road messengers overtook him to say that the *fu* had sent a *weiyuan* to take over his seal, which was in the Linchang *yamên*, and the loss of his seal meant degradation. The unhappy man hastened back only to find that the seal had been taken from his wife, and his successor was in his *yamên*. The madman, thereupon, did what a sane man might have done, killed his wife for delivering up the seal. Now his wife was the daughter of a high Manchu official in Peking. When the news of this tragic event reached the Chang-tê *fêu fu*, he was seized with mortal fear, took gold leaf, and died. This is the man who in the *Gazette* of 26th September, makes such misty and misleading charges against the Linchang magistrate, who, by his own account, "is thoroughly conversant with and extremely attentive to public business," whereto agrees the magistrate's common fame in his own district. It appears now that the late *fêu-fu*'s sons have been to Peking, and accused the Linchang magistrate of the murder of their father! Surely the end is not yet.

The above facts are calculated to shed light on—

1.—The utter untrustworthiness of some of the *Gazette* documents. Although supposedly a mirror of State, it is as much a magic mirror as astutest statecraft cares to make it. Things seen in it are not always "as they seem." Cf. Yangtze valley documents.

2.—The imperfections of the *weiyuan* system. If the Boards are the eyes of the Throne, the *weiyuans* often act that part for the provincial authorities, but they see only what seemeth good unto themselves.

3.—The perils of the expectant system. These needy men may be depended on to leave no stone unturned to further their own aims, at the expense of the State and good government. Hence we find the new Governor of Shantung in the *Gazette* of October 15th following the example of his brother in Honan and making a similar request to relieve the congestion among expectants. He remarks: "Individuals who are scrambling and fighting for their daily bread are not the class from which it is desirable to draw public servants, as they are reduced to employ every artifice to advance their own interests."—*N. C. Daily News*.

PEKING.

26th December, 1891.

Although the foreign papers, particularly the London dailies just to hand, contain such dreadful news about the "rebellion" in the North, and though some well intentioned persons would have the "rebels"(!) come to the gates of Peking to frighten us out of our wits—or rather to frighten the Foreign Ministers—we are still living happily and in perfect security, and go on our daily business just as if no "rebels" existed. The Ministers of the Yamên are perfectly satisfied that 30,000 troops stationed outside the Great Wall will be sufficient to make short work of the hordes of brigands and mounted robbers, should they put in an appearance. However, up to date Chao-yang has not been re-taken by the Imperial troops; besides, the "rebels" have fortified themselves. Nothing can be done before spring, and till then Peking, Tientsin and Shanghai will be kept in delightful suspense. A very good time therefore elapses to give some more startling news to alarm our friends and relatives at home.

Several days ago a robbery was committed at the Russian Legation, and several hundred dollars were stolen, but the bulk of the money in the safe was not touched. Mr. Kirulf's store was also entered, by "rebels," I suppose, and they did nothing more horrible than unscrew two large stoves. This is the season—approaching China New Year—when the thieves are getting desperate and lay hands on everything they can reach.

Yesterday their Excellencies Chungki and Hung-chun (late Minister to Berlin, Vienna and the Hague) made their calls upon the Foreign representatives, as did the members of the Tsungli Yamên.

The Emperor is getting on well in his English studies. Two students of the Tung Wen-kuan go daily to the Palace to give his Majesty his lessons in the "barbarian" tongue. On arrival in the imperial presence the tutors have to flop down on their knees, but during the lesson they are allowed to stand. The Emperor is also learning to write foreign characters from a copy book purchased at a well-known Foreign store in the capital.

On the 21st inst the Emperor went out to offer sacrifice at the Altar of Heaven. The day and night of the 21st were spent by His Majesty in fasting and praying in the Hall of Abstinence within the enclosure of the Temple. The sacrifices were offered up on the morning of the 22nd. On going out of the gates the elephants which headed the procession knelt down to allow the son of Heaven to pass. As usual on such occasions all Foreigners were "invited not to show themselves" on the road through which His Majesty was to pass. The roads were all strewn with red earth and the holes were hastily patched up to give the Emperor a good impression of the manner in which the civic fathers keep the place. Not a soul was allowed to appear in the streets; even the dogs were kept out of sight, and the shops were closed, while the side streets were all carefully screened off with blue cotton stuff to shut out the view of the imperial procession. But the moment it had passed all was thrown open again and traffic resumed. In less than an hour the roads were in a worse condition than ever.

The *Peking Gazette* has been publishing accounts of great victories gained by the Imperial troops over the disturbers in Mongolia. According to these reports more than 5,000 "rebels" have been slaughtered in the different engagements, but you know how the Chinese count their victims! At one place the enemy had fortified themselves to such an extent that the Imperial troops could not carry the place for 10 hours, which so angered the Imperial general that he commanded his soldiers to make a rush and storm the position; this they did, and jumping over all obstacles, they reached within striking distance of the "rebels" who thereupon turned tail and fled. Such is the mighty power of a Chinese general's mere word when he really means business! Hiyahi!—*Shanghai Mercury*.

To-day's Advertisements.

THEATRE ROYAL,

CITY HALL, HONGKONG.

THIS EVENING,
MONDAY, 18TH JANUARY, 1892.

Under the patronage of
H.E. Major-General G. DIGBY BARKER, C.B.
GRAND ASSAULT-AT-ARMS
at which will appear the
"HERO OF A HUNDRED FIGHTS"
PROFESSOR WOOLF BENDOFF,
assisted by
MEMBERS OF THE V. R. CLUB
and
LORNE ATHLETIC CLUB,
(By kind permission of Col. V. CHATER).

Mr. A. H. WYBERT,
Roller Skating and Bicycle Burlesque.

EXHIBITION BOXING
by
Gentlemen Amateurs,
and
Private J. HANLEY v. Corpl. THOMAS.
Private P. SULLIVAN v. Private E. G. LUNNEY.
Pro. WOOLF BENDOFF v. Mr. W. WARKE.
(Grand Wind Up)
WOOLF BENDOFF v. Mr. A. RODGER.
M. C's.—Mr. C. H. THOMPSON and Staff Sergeant J. TENNANT.

Tickets may be obtained at Messrs. Kelly & Walsh, Ld.

ADMISSION:—$2 and $1.
Soldiers and Sailors 50 cents Back Seats.

Doors open at 8.30, commence 9 p.m. sharp.
Hongkong, 18th January, 1892. [78

EOTHEN MARK LODGE OF HONGKONG, No. 2254.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 18th inst., at 8.30 for 9 o'clock precisely.
Hongkong, 18th January, 1892. [80

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship
"THALES"
Captain Hunter, will be despatched for the above Ports TO-MORROW, the 19th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 18th January, 1892. [97

Intimations.

HONG KONG
TRADING COMPANY, LIMITED.
DRAPERS | OUTFITTERS | TAILORS | SILKMEN | FURNISHERS.

ARE NOW SHEWING:—
IRON BEDSTEADS,
BRASS BEDSTEADS,
BEDDING, MATTRESSES, &c.
DOWN QUILTS, BLANKETS, RUGS,
BEDROOM FURNITURE,
TOILET SETS, &c.

Hongkong, 16th January, 1892. [41

THEATRE ROYAL,
CITY HALL.

FEW NIGHTS ONLY.

PROFESSOR S. S. BALDWIN'S
BUTTERFLY COMPANY.

THE FUNNIEST SHOW ON EARTH.

Each artiste is absolutely the best in his (or her) line to be found in the whole world. No Company in Europe is to-day giving so novel an Entertainment, while the experiments in
HYPNOTISM AND CLAIRVOYANCY are not given by any other People on Earth, and are only presented by
PROFESSOR AND MRS. BALDWIN.

These experiments are of most absorbing interest, and fairly astound the sceptical. The results are so weird and peculiar that often a feeling of deep awe pervades the audience. The *modus operandi* is simple: People in the audience merely think of any question to which they require an answer. *These questions are kept entirely to themselves, and not mentioned to the performers in any way.* The Clairvoyante, while in the hypnotic-trance state, correctly answers these secret queries, and then gives the question itself, which, up to that time, is known only to the person desiring the reply. The Clairvoyante tells of past, present, and future events; deaths, murders, robberies, fires, weddings; of lost and stolen goods. She tells the residences of absent people, and if they are alive or dead, and gives such accurate descriptions that all are hushed into dumb bewilderment. *Prof. Baldwin has exhibited these Marvellous Experiments before Her Majesty the Queen, the Prince of Wales, and the Royal Family.*

THE STARS OF THIS COMBINATION:
MISS KATE RUSSELL and her living pictures—the funniest act of the century.
MISS ADA DELROY—a winning little beauty; instantly fascinates everyone.
JAMES BELL, "The Black Senator." Even gravestones laugh at Jim's Fun.
MISS CONSTANCE in national dances.
BABY NICK, the "Dancing Demon."
This Entertainment is cordially endorsed by *more than 1,000 prominent clergymen.*

Date of performance and further particulars see future advertisements. [99

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place, between the hours of 9 a.m. and 2 p.m., on the 25th and 26th inst., from Belcher's Point, in a North-Westerly direction, and on the 27th and 28th inst., from Ly-e-mun in a South-Easterly direction.

All Ships, Junks and other vessels are cautioned to keep clear of the ranges.

All people working in the vicinity of Belcher's Battery are warned to keep clear of that part which will be indicated by gunners placed on sentry for the purpose, and the inhabitants of the houses below the Battery are also warned to keep their glass windows open during the practice.

By Command,
W. M. GOODMAN,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 16th January, 1892. [160

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship
"MELPOMENE"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of opium, are being landed at their risk into the Godowns of the Wanchai Warehouse and Storage Co., Ld., Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

This vessel brings on Cargo:—
From Trieste, ex S.S. "IMPERATRIX," transhipped at Bombay.
From Calcutta, ex S.S. "NIOBE," transhipped at Colombo.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 24th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst., will be subject to rent.

Bills of Lading will be countersigned by
DAVID. BASSOON, SONS & Co.,
Agents.
Hongkong, 18th January, 1892. [96

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank,—163 per cent. prem., sales and buyers.
The National Bank of China, Ld.—on £2.10 paid up,—80 per cent. dis., sellers.
The National Bank of China, Ld.—Founders' shares, $200 per share, sellers.
The Bank of China, Japan & the Straits, Ld.—$11½ per share, sales and buyers.
The Bank of China, Japan & the Straits Ld.—Founders' shares, £85 per share, sales and sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—$90 per share, sellers.
China Traders' Insurance Company—$61 per share, buyers.
North China Insurance—Tls. 257½ per share, sales and buyers.
Canton Insurance Company, Limited—$108 per share, buyers.
Yangtsze Insurance Association—$102, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$315 per share, sellers.
China Fire Insurance Company—$90 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$34½ per share, sales and buyers.
China and Manila Steam Ship Company—40 per share, sales and buyers.
Indo-China Steam Navigation Company, Limited—22½ per cent. discount, sales.
Douglas Steamship Company—$37 per share, sales and buyers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—$87 per cent. premium, buyers.
Geo. Fenwick & Co., Limited—$14 per share, sellers.
Hongkong Hotel Company—$50 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures —$501.
The Austin Arms Hotel and Building Company, Limited—$8 per share, buyers.
The Peak Hotel and Trading Co., Limited—nominal.
The Shameen Hotel Co., Limited—$10, sellers.
Punjom and Sunghie Dua Samantan Mining Co. —$2 per share, buyers.
The Raub Gold Mining Co., Limited—70 cents per share, buyers.
Imuris Mining Co., Limited—$8½ per share, sellers.
The Balmoral Gold Mining Co., Limited—$1 per share, nominal.
Tonquin Coal Mining Co.—$325 per share, sellers.
The Jelebu Mining and Trading Co., Limited—$4⅛ per share, buyers.
The Selama Tin Mining Co., Limited—40 cents per share, sellers.
London and Pacific Petroleum Co., Ld.—£10, sellers.
China Sugar Refining Company, Limited—$174 per share, sellers.
Luzon Sugar Refining Company, Limited—$53 per share, buyers.
A. S. Watson & Co., Limited—$19 per share, buyers.
Cruickshank & Co., Limited—nominal.
Hongkong Dairy Farm Co., Limited—$7 per share, sales and sellers.
The Kowloon Land Investment Co., Limited—$10 per share, buyers.
The Hongkong Land Investment Co., Limited—$70 per share, sales and buyers.
The West Point Buildings Co., Limited—$23 per share, sellers.
The Labuk Planting Co., Limited—nominal.
The China-Borneo Co., Limited—nominal.
H. G. Brown & Co., Limited—$40 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$62 per share, buyers.
Hongkong Rope Manufacturing Company, Limited—$117 per share, sales and buyers.
Hongkong Gas Company—$120 per share, nominal.
Hongkong Ice Company—$80 per share, sellers.
Hongkong and China Bakery Company, Limited —$75 per share.
The Hongkong Brick and Cement Co., Limited, —$10 per share, nominal.
The Green Island Cement Co.—$14 per share, sellers.
The Hongkong Electric Light Co., Limited—$41 per share, buyers.
The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—$60 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T.	3/0½
Bank Bills, on demand	3/0⅝
Bank Bills, at 4 months' sight	3/0⅝
Credits at 4 months' sight	3/1
Documentary Bills, at 4 months' sight	3/1⅛
ON PARIS—	
Bank, Bills, on demand	3.81
Credits, at 4 month's sight	3.89
On India, T. T.	220⅞
On Demand	221
ON SHANGHAI—	
Bank, T. T.	72⅞
Private, 30 days' sight	72⅝

Post Office.

A MAIL WILL CLOSE,

For Swatow, Amoy, and Taiwanfoo.—Per *Thales* to-morrow, the 19th instant, at 11.30 A.M.
For Hoihow and Haiphong.—Per *Haiphong* to-morrow, the 19th instant, at 11.30 A.M.
For Swatow and Shanghai.—Per *Yuensang* to-morrow, the 19th instant, at 2.30 P.M.
For Kobe and Yokohama.—Per *Benalder* to-morrow, the 19th instant, at 2.30 P.M.
For Shanghai.—Per *Fushun* to-morrow, the 19th instant, at 2.30 P.M.

Shipping.

ARRIVALS.

FREJR, Danish steamer, 397, C. L. Strand, 17th Jan.,—Pakhoi 14th January, and Hoihow 16th, General.—Arnhold, Karberg & Co.
BENALDER, British steamer, 1,262, McIntosh, 16th Jan.,—London 26th Nov., *via* Penang, and Singapore 8th January, General.—Gibb, Livingston & Co.
CHARTERS TOWERS, British steamer, 1,905, Broomstrom, 17th Jan.,—Batoum 4th Dec., Constantinople 7th, Suez 12th, Point de Galle 28th, and Singapore 6th January, Petroleum.—Mitsui Bussan Kaisha.
GLUCKSBURG, German steamer, 918, Thomsen, 17th Jan.,—Hoihow 16th Jan., General.—Bong Hing Chong.
MELPOMENE, Austro-Hungarian steamer, 1,848, H. Mitis, 17th Jan.,—Bombay 24th Jan., and Singapore 16th January, General.—D. Sassoon, Sons & Co.
THALES, British steamer, 820, Hunter, 17th Jan.,—Taiwanfoo 13th Jan., Amoy 14th, and Swatow 16th, General.—D. Lapraik.
FOOKSANG, British steamer, 1,109, Harris, 17th Jan.,—Wuhu 11th Jan., General.—Jardine, Matheson & Co.
KWANGLEE, Chinese steamer, 1,508, R. Lincoln, 17th Jan.,—Shanghai 14th Jan., General.—C. M. S. N. Co.
MONGKUT, British steamer, 850, Geo. Anderson, 17th Jan.,—Bangkok 7th Jan., and Anghin 9th, General.—Yuen Fat Hong.
FUSHUN, Chinese steamer, 1,504, A. Croad, 17th January,—Canton 17th January, General.—C. M. S. N. Co.
AMOY, German steamer, 814, Th. Lohmann, 17th Jan.,—Canton 17th January, General.—Siemssen & Co.
PICCIOLA, German steamer, 875, E. Haas, 17th Jan.,—Hoihow 16th Jan., General.—Melchers & Co.
HOLSTEIN, German steamer, 1,103, J. Bruhn, 17th Jan.,—Saigon 12th January, Rice and General.—Wieler & Co.
CHOY-SANG, British steamer, 1,094, R. C. D. Bradley, 18th Jan.,—Shanghai 14th Jan., General.—Jardine, Matheson & Co.
ASAGAO, Japanese steamer, 1,521, Selck, 18th Jan.,—Nagasaki 12th Jan., Coal.—Mitsu Bussan Kaisha.
CHANGSHA, British steamer, 1,463, J. E. Williams, 18th Jan.,—Shanghai 15th Jan., General.—Butterfield & Swire.
BORNEO, Dutch steamer, 1,560, H. Klein, 18th Jan.,—Hoihow 16th Jan., Sugar and Oil.—Jardine, Matheson & Co.
ANCONA, British steamer, 1,888, W. D. Mudie 18th Jan.,—Yokohama 14th Jan., Mails and General.—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Halloong, British steamer, for Swatow.
Frejr, Danish steamer, for Hoihow.
Fushun, Chinese steamer, for Shanghai.
Amoy, German steamer, for Wuhu.
Charters Towers, British str., for Yokohama.
Donar, German steamer, for Karatsu.
Vorwaerts, German steamer, for Manila.
Presto, German steamer, for Haiphong.
Diamante, British steamer, for Saigon.
Benalder, British steamer, for Kobe.

DEPARTURES.

January 16, *Clara*, German steamer, for Haiphong.
January 17, *G. H. Wappaus*, British bark, for Foochow.
January 17, *Formosa*, British steamer, for Swatow, &c.
January 18, *Phra Chula Chom Klao*, British steamer, for Swatow, &c.
January 18, *Glucksburg*, German steamer, for Amoy.
January 18, *Hailong*, British str., for Swatow.

PASSENGERS—ARRIVED.

Per *Mongkut*, str., from Bangkok, &c.—Mr. and Mrs. Sequah, infant, and 2 servants, Mr. Abrahamson, 364 Chinese.
Per *Picciola*, str., from Hoihow.—24 Chinese.
Per *Glucksburg*, str., from Hoihow.—380 Chinese.
Per *Kwanglee*, str., from Shanghai.—71 Chinese.
Per *Frejr*, str., from Pakhoi, &c.—94 Chinese.
Per *Benalder*, str., from Singapore, &c.—274 Chinese.
Per *Melpomene*, str., from Bombay, &c.—193 Chinese.
Per *Thales*, str., from Taiwanfoo, &c.—Messrs. Smith, Joseph, Lauts, Vanderbergh, and 61 Chinese.
Per *Holstein*, str., from Saigon.—70 Chinese.
Per *Choysang*, str., from Shanghai.—5 Chinese.
Per *Changsha*, str., from Shanghai.—17 Chinese.
Per *Borneo*, str., from Hoihow.—11 Chinese.
Per *Ancona*, str., from Yokohama for Hongkong.—Chief Justice Way, Messrs. H. W. Horwill, J. A. Murray, W. H. Bennett, Kirchoff, Matasaburi, and 6 Chinese. From Hiogo.—Mr. D. Dick, and 8 Chinese. From Nagasaki,—Messrs. N. Mess and servant, Mr. W. Isaacs, and 1 Chinese. From Yokohama for Penang.—Mr. and Mrs. Harper. For Brindisi.—Misses A. and M. McDougal, and Mr. McDougal. From Hiogo for India.—Dr. Marion Craig. For Ismailia.—Mrs. A. P. Cecil, Misses L. Hume, B. Sandford, Dr. Lillencrantz, Messrs. H. Beale, and H. Kitson. From Nagasaki for London.—Mr. Peake.

REPORTS.

The British steamship *Choysang* reports that she left Shanghai on the 14th instant. Had moderate north-east monsoon and fair weather.

The Chinese steamship *Kwanglee* reports that she left Shanghai on the 14th instant. Had moderate monsoon and overcast and hazy weather.

The Dutch steamship *Borneo* reports that she left Shanghai on the 15th instant. Had strong to light north-east breeze throughout, and fine weather.

The Austrian steamship *Melpomene* reports that she left Bombay on the 24th ultimo, and Singapore on the 16th instant. Had strong monsoon with high sea.

The British steamship *Fooksang* reports that she left Wuhu on the she left 11th instant. Experienced moderate to fresh monsoon and fine weather throughout.

The British steamship *Mongkut* reports that she left Bangkok on the 7th instant, and Anghin on the 9th. Had moderate wind and sea with clear weather to Pulo Obi; thence to Ladrones had moderate to strong easterly winds and high sea.

The British steamship *Charters Towers* reports that she left Batoum on the 4th ultimo, Constantinople on the 7th, Suez on the 12th, Point de Galle on the 28th, and Singapore on the 6th instant. Had moderate weather to Singapore. From Singapore had rough weather.

The British steamship *Benalder* reports that she left London on the 26th November, *via* Penang, and Singapore on the 8th instant. Leaving Singapore had heavy sea and strong breeze from north-north-east for the first part, within two days sail of Hongkong. Moderate weather and smooth sea.

The British steamship *Thales* reports that she left Taiwanfoo on the 13th instant, Amoy on the 14th, and Swatow on the 16th. From Taiwanfoo to Amoy had fresh northerly to north-east breeze and fine clear weather. From Amoy to Swatow had moderate north-east monsoon and overcast sky with light drizzling rain. From Swatow to port had light northerly breeze and fine clear weather. In Swatow the steamships *Namoa*, *Haitan*, *Hoihow*, *Chi-yuen*, and *Taisang*.

SHIPPING IN HONGKONG.

STEAMERS.

AVOCHIE, British steamer, 1,055, T. Rowin, 14th Jan.,—Hongay 11th Jan., Coals.—Melchers & Co.
AMICITIA, Norwegian steamer, 528, John Irgens, 10th Jan.,—Pakhoi, and Hoihow 9th Jan., General.—Meyer & Co.
BELGIC, British steamer, 2,695, Wm. H. Walker, 14th Jan.,—San Francisco 19th Dec., and Yokohama 9th Jan., Mails and General.—O. & O. S. N. Co.
CHELYDRA, British steamer, 1,496, R. Cass, 16th Jan.,—Calcutta 30th Dec., and Singapore 8th Jan., General.—Jardine, Matheson & Co.
CHOW-CHOW-FOO, German steamer, 796, F. Clausen, 13th Jan.,—Manila 10th Jan., General.—Melchers & Co.

HONGKONG—STEAMERS.
Continued.

CHUSAN, German steamer, 623, W. Wendt, 16th Dec.,—Hoihow 15th Dec., Ballast.—C. M. S. N. Co.
CICERO, British steamer, 1,030, A. George, 23rd Dec.,—Sourabaya 15th Dec., Sugar.—Butterfield & Swire.
DIAMANTE, British steamer, 514, J. C. Gerard, 16th Jan.,—Manila 1st Jan., General.—Shewan & Co.
DONAR, German steamer, 1,048, B. Grundmann, 30th Dec.,—Sourabaya 18th Dec., Sugar.—Wieler & Co.
ELBE, German steamer, 747, M. Jebsen, 5th Jan.,—Haiphong 3rd Jan., General.—A. R. Marty.
EMPRESS OF CHINA, British steamer, 3,003 Henry Pybus, 9th Jan.,—Vancouver 17th Dec., Yokohama 3rd January, and Shanghai 7th, Mails and General.—Dodwell, Carlill & Co.
FAME, British steamer, 117, Captain Melasses, —Hongkong Government tender.
GENERAL WERDER, German steamer, 1,819, B. Blanke, 14th Jan.,—Yokohama, Kobe, and Nagasaki 5th Jan., Mails and General.—Melchers & Co.
HAIPHONG, French steamer, 874, Fauran, 13th January,—Haiphong 10th January, and Hoihow 12th, Rice.—Messageries Maritimes.
KENTUCK, British steamer, 3,212, Thomson, 16th Jan.,—Singapore 8th Jan., General.—Arnhold, Karberg & Co.
NIZAM, British steamer, 1,615, Geo. L. Langborne, R.N.R., 15th Jan.,—Bombay 25th Dec., and Singapore 6th Jan., General.—P. & O. S. N. Co.
PILOT FISH, British steamer, 161, A. Stopani,—Hongkong and Whampoa Dock Co.
PRESTO, German steamer, 655, J. Jessen, 14th Jan.,—Haiphong 12th January, General.—Siemssen & Co.
PROPONTIS, British steamer, 1,387, Farrand, 12th Jan.,—Java 4th January, Sugar.—Butterfield & Swire.
SIKH, British steamer, 1,736, James Rowley, 14th Jan.,—Amoy 12th January, General.—Order.
SOOCHOW, British steamer, 999, Quail, 15th Jan.,—from Java, Sugar.—Butterfield & Swire.
STORE NORDISKE, Danish steamer, 596, E. Suenson, 12th January,—a cruise 8th Jan.—G. N. Telegraph Co.
SUSSEX, British steamer, 1,620, H. F. Holt, 15th Jan.,—Portland, *via* Victoria, and Moji 10th Jan., Flour and Matches.—Gibb, Livingston & Co.
VELOX, German steamer, 636, Johannsen, 11th Dec.,—Canton 11th December, General.—Siemssen & Co.
VORWAERTS, German steamer, 612, L. L. Möller, 12th Jan.,—Iloilo 8th Jan., Sugar.—Butterfield & Swire.

SAILING VESSELS.

ADAM W. SPIES, American bark, 1,171, Acting Captain, chief officer, 22nd Nov.,—New York 4th June, Oil.—Order.
AROM, Norwegian bark, 634, A. Christensen, 22nd Nov.,—Singapore 16th Oct., Timber.—Kwong Mow Tye.
AURORA, British bark, 295, O. Wagener, 8th Jan.,—Singapore 23rd Nov., General.—Chinese.
B. F. HUNT, American barque, 1,100, John Hanard, 24th Nov.,—New York 30th May, Kerosene Oil.—Order.
COLOMA, American bark, 870, C. M. Noyes, 2nd Jan.,—Portland, Oregon 31st Oct., Spars and Lumber.—Order.
ERLKONIG, Chinese bark, 457, Examine Opium tion hulk, Stonecutters' Island.—Chinese Customs.
GOV. ROBIE, American ship, 1,627, A. Nichols, 30th Nov.,—New York 7th July, Kerosine Oil.—Order.
KATE F. TROOP, British bark, 1,097, A. G. Banks 16th Jan.,—New York 1st August, Kerosene Oil.—Order.
L'AVENIR, British bgtn., 351, J. H. Borstel, 6th Jan.,—Albany 9th October, Sandalwood.—Order.
MARTHA DAVIS, American bark, 832, Pendleton, 25th Dec.,—Honolulu 29th Nov., Oil.—Shewan & Co.
NAM-SHUN-SHING, Chinese s.m. schooner, 245, Loo Light Tong, 25th Sept.,—Touron 8th Sept., Wood.—Yong Kee.
R. R. THOMAS, American ship, 1,333, P. B. Nichols, 6th Dec.,—New York 14th July, Kerosene Oil.—Jardine, Matheson & Co.
VELOCITY, British bark, 491, R. Martin, 19th Dec.,—Honolulu 5th November, Ballast.—Chinese.

Intimations.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
No. 8, Queen's Road, Central. [864

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY.
Hongkong, 24th June, 1881. [902

If you have a
COLD or COUGH,
acute or leading to
CONSUMPTION,
SCOTT'S
EMULSION
OF PURE COD LIVER OIL AND HYPOPHOSPHITES OF LIME AND SODA
IS SURE CURE FOR IT.
This preparation contains the stimulating properties of the *Hypophosphites* and fine *Norwegian Cod Liver Oil* used by physicians all the world over. It is as palatable as milk. Three times as efficacious as plain Cod Liver Oil. A perfect Emulsion, better than all others made. For all forms of Wasting Diseases, Bronchitis,
CONSUMPTION,
Scrofula, and as a Flesh Producer there is nothing like SCOTT'S EMULSION. Let no one by profuse explanation or impudent entreaty induce you to accept a substitute.
Sold by all Chemists.
SCOTT & BOWNE, LIMITED, 47 FARRINGDON ST., LONDON, E.C.
Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (LIMITED).
Hongkong, 19th December, 1891.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China.	Tuesday...	Feb. 2nd.
Empress of India.	Tuesday...	Mar. 1st.
Empress of Japan	Tuesday...	Mar. 29th.

THE R. M. S.
"EMPRESS OF CHINA,"
sailing at Noon, on TUESDAY, the 2nd Feb., with Her Majesty's Mails, will proceed to VANCOUVER, *via* SHANGHAI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid return. 4 mos.	Prepaid return. 12 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff Calgarry, Alba	255	383	487
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Ningara Falls, N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	466	
Washington, D. C., Boston, Mass., Portland, Me.			543
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	506
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335	not issued	
Bremen, "	345	not issued	
Hamburg, "	335	not issued	

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.
The Steamers call at Victoria to land and embark passengers.
Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.
Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.
CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.
Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.
Parcels must be sent to the Company's Office with address marked in full by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to
E. HOLLOWAY,
General Agent.
Hongkong, 16th January, 1892.

INTIMATION.

F. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS. NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS FOR
RAHTJEN'S GENUINE COMPOSITION,
FOR
THE BOTTOMS OF IRON SHIPS.
HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.
SPECIALLY SELECTED,
EX. PRIME, PORK and BEEF in Barrels.
Also
AMERICAN PRIME SUGAR-CURED HAMS and BACON.
CHR. MOTZ & Co., BORDEAUX CLARETS.
CEMENT from the celebrated Factory of Hemmoor.
FLENSBURG STOCK BEER,
ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
ALL KINDS OF COALS
SUPPLIED AT THE SHORTEST NOTICE.

Des Cotaux and fils finest old BRANDY COGNAC, 4 Stars, selected expressly for F. B. & Co., Sole Agents.

SOLE AGENTS
FOR CHINA AND JAPAN
FOR THE
TULE LIFE PRESERVER AND RAFT,
Manufactured by the
LEDUC TULE IMPROVEMENT COMPANY,
SAN FRANCISCO, CAL.
Hongkong, 10th November, 1891. [185

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking Thursday 4th Feb.
City of Rio de Janeiro...Friday 26th Feb.
China Wednesday 23rd Mar.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, *via* YOKOHAMA on THURSDAY, the 4th Feb., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
To Liverpool and London	325.00
To Paris and Bremen	345.00
To Havre and Hamburg	335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.05	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months	$337.50
12 months	$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to, through fares from China and Japan to Europe.*
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 13th January, 1892. [2

Hotels.

THE SHAMEEN HOTEL,
BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.
The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
A WELL APPOINTED BILLIARD-ROOM.
A. F. DO ROZARIO,
Manager.
Hongkong, 1st September, 1891. [1182

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.
Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 19th June, 1888. [9

YUNG KEE & Co.,
FROM
SHANGHAI.

EXECUTE PAINTING, Colour washing, Polishing, Decorating and Ornamenting Rooms and Walls, French Polishing, &c., &c.
Furniture and Cabinet Makers,
Have just completed contracts and received satisfactory Testimonials from Victoria Hotel, Kowloon Club, Spanish Procuration, &c., &c.
No. 45, LYNDHURST TERRACE, HONGKONG.
Hongkong, 19th December, 1891. [1530

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic Saturday 23rd Jan., 1892.
Oceanic (via Honolulu).Tuesday 16th Feb.
Gaelic Thursday 10th March.

THE Steamship
"BELGIC"
will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 23rd Jan., at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O...	$225.00
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Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass	321.15	317.00
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All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.
J. S. VAN BUREN, Agent.
Hongkong, 31st December, 1891. [2

Intimations.

REDUCTION IN PRICE!

NEW YEAR PRESENTS.

WATERBURY WATCHES
(MOST RELIABLE AND ACCURATE TIME-KEEPERS.
E SERIES
Is now offered for 2 dollars 50 cents each.
GENTLEMENS' J SERIES @ $4.75 EACH.
LADIES' L " " "
Inspection is respectfully invited.
MITSUI BUSSAN KAISHIA,
8, Queen's Road, Central.
Hongkong, 12th December, 1891. [1192

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Dakin Bros. of China, Ld.).
CONSULTATION FREE.
Hongkong, 27th July, 1891. [305

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 28, Queen's Road Central. [869

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